

I rise in support of a balanced budget amendment to the Constitution.

I yield the floor.

Mr. MURKOWSKI addressed the Chair.

The PRESIDING OFFICER. The Senator from Alaska.

Mr. MURKOWSKI. Mr. President, I believe we are still in morning business.

The PRESIDING OFFICER. The Senator is correct.

Mr. MURKOWSKI. Mr. President, I thank the Chair.

(The remarks of Mr. MURKOWSKI pertaining to the introduction of S. 395 are located in today's RECORD under "Statements on Introduced Bills and Joint Resolutions.")

Mr. MURKOWSKI. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. BAUCUS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered. The Senator from Montana is recognized.

BUTTE'S GLOBAL TRANSPORTATION LINK

Mr. BAUCUS. Mr. President, as I have often said in the Chamber, particularly quite recently in the last couple of weeks, Micron, a semiconductor manufacturing company in Idaho, is selecting a site to build a computer chip manufacturing facility. One of the thirteen locations under consideration around the country is the city of Butte; that is, Butte, MT.

Access to affordable, efficient transportation is vital to the economic viability of any business. We all know that. American semiconductors in particular are the world's best. They need access. Micron sells chips all over the United States, also in countries like Singapore and Taiwan in East Asia and to the United Kingdom and Germany in Europe.

To reach all of these places, a modern company needs top quality transportation. And it may be surprising, but few places in America are better connected to world markets than Butte. Butte is sited at the juncture of two interstates, I-90 and I-15, interstates which respectively tie the east coast and the Great Lakes to the ports in California and Seattle.

This map shows, if you can see it, the two interstates, again I-90 east-west, I-15 north-south, the juncture in Butte, the only place in Montana where interstates cross like that.

Butte also is at the site of the interstates which connect Canada and Denver, Los Angeles, San Diego, Phoenix, and ultimately Mexico City, that is, north-south. It has a top quality, modern airport. It is served by two continental railroads. In this era of consolidation, that is unusual. Mr. President,

but two continental railroads join in Butte; that is, the Union Pacific and the Burlington Northern.

And then we have the port of Montana, obviously, located in Butte. It is one of the Nation's first inland ports. Director of Marketing Bill Fogarty has made the port one of the finest intermodal facilities. Its access to transportation expands the markets for Montana's businesses and products.

MONTANA'S TRANSPORTATION HISTORY

Mr. President, all of this is no accident. It is no coincidence. Montanans have always known how important transportation is to a competitive business. As far back as Butte's mining boom and beyond, Montana has a long history of providing transportation options—options such as well-maintained highways, railroads, and airports.

As a testament of Montana's "can do" attitude, get this, camels—yes, camels—were brought to Montana in the summer of 1865 in an attempt to secure an economic and reliable source of transportation—camels back in 1865. And while camels did not prove the best solution to our transportation challenges, we in Montana have managed to integrate virtually all other kinds of transportation into our economy.

Historians cite 1841 as the date the first wagons were driven into Montana from the Southwest. Not long afterward, mule trains were bringing goods into and out of Montana. The mule trains needed roads to cross the rugged frontier, and one of the first routes in the State was authorized by U.S. Secretary of War John Floyd in 1858. The Mullan Military Wagon Road from Fort Walla in Washington to Fort Benton in Montana was constructed to transport troops and was completed in 1860.

I might add, Mr. President, my great grandfather, Henry Sieben, drove wagon trains on that Fort Mullan Trail. In fact, that was his line of business and that is how he got his start in the State of Montana.

By the time the wagon road was finished, the gold mining boom had begun. Discovery of mines in Idaho and Montana meant that we needed a shortcut from the Oregon Trail to the mines.

Well, in the spring of 1863, John Bozeman, a Georgian who migrated to Montana, teamed with a man named John Jacobs to build such a short road that is called the Bozeman Road.

Mr. President, these early roads were nothing like the blacktops we drive on today. In fact, one road was even described by travelers as "50 miles long and 1 inch deep, according to the corroborative evidence of lungs and linen."

But travel by land was not limited to roads. The first railroad to reach Montana Territory was the Utah & Northern, later known as the Union Pacific. This railroad was constructed to link business interests with the rich mineral and agricultural areas in Montana. The Utah & Northern built its first railroad bed in March of 1880. It contin-

ued building until it reached Silver Bow, a few miles west of Butte, on December 21, 1881.

Aviation secured an early place in the transportation system of Montana. Montana's first airline was the National Parks Airlines, which was founded in 1927 and offered service to Butte, Helena, Great Falls, and Salt Lake City.

And I might add there, my grandfather, Fred Sheriff, had a Ford trimotor and founded airports in Montana and worked very hard to get high quality aviation to Montana. Amelia Earhart spent much time in Montana, and I very much remember a photograph of my grandfather and Amelia Earhart when she was in Montana helping us to establish the highest quality aviation in our State.

MICRON AND MONTANA TRANSPORTATION

Mr. President, Montana has a long, proud history of efficient and productive transportation, and that history continues today in Butte.

We operate in a global economy these days, however, and the intermodal transportation partnership found in Butte will increase the productivity of Micron and lower the transportation costs to ship their products. This will improve the marketability of Micron's products and make it more competitive throughout the world.

Mr. President, I have been in the Chamber several times now describing the unique virtues of Montana and of Butte. Montana is a vast State. It is a beautiful State. As Micron prepares to make a final decision on the location of its new facility, I would like to end with a quote from an essay by Glenn Law, entitled "More Than Skin Deep." And I quote:

Montana's special gift is space, landscape made personal; space that reaches out to horizons and comes back and gets under your skin. It reaches inward, wraps itself around your soul, incubates and grows. When you finally begin to understand just what it is about Montana that is important to you, it has already taken root in your heart and you'll never be the same.

Mr. President, when Micron comes to Montana, they will understand the meaning of these words. They will never be the same. They will be better. There is no place in the world like Butte, and we look forward to opening our arms, welcoming Micron to Butte.

Thank you, Mr. President. I yield the floor. I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. THOMAS). The clerk will call the roll.

The bill clerk proceeded to call the roll.

Mr. HATCH. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

TRIBUTE TO GLEN WOODARD

Mr. GRAHAM. Mr. President, Florida and America have lost a big-hearted